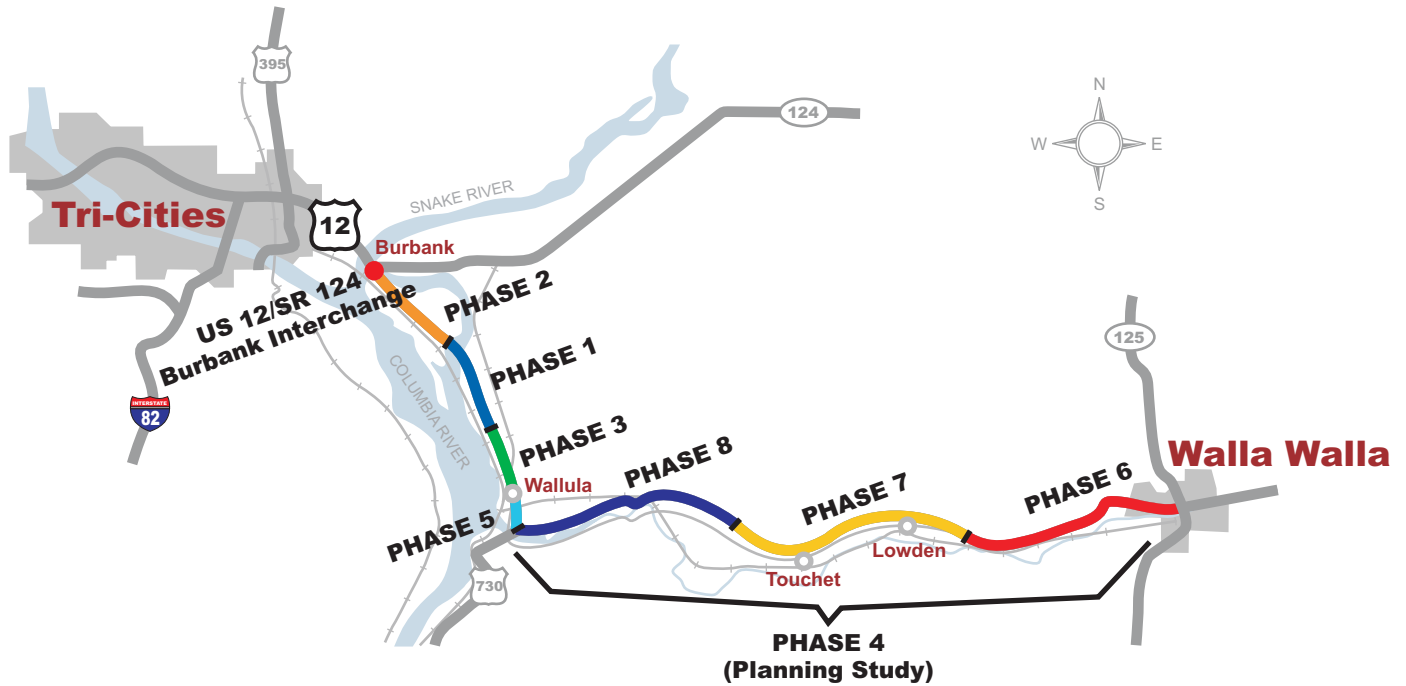




Four-laning US Highway 12



US 12/SR 124 Burbank Interchange

CONSTRUCTION
COMPLETED
AUGUST 2004

PHASE 1 McNary Pool to Attalia

CONSTRUCTION
BEGAN
JANUARY 2005

PHASE 2 SR 124 to McNary Pool

PHASE 3 Attalia Vicinity

PHASE 4 Walla Walla to Wallula Planning Study

PHASE 5 Attalia Vicinity to US 730

PHASE 6 McDonald Road to Walla Walla

PHASE 7 Nine Mile Hill to McDonald Road

PHASE 8 Wallula Junction to Nine Mile Hill



Washington State
Department of Transportation



US 12 Coalition Partners

US 12 / SR 124 TO McNARY POOL
PHASE 2
FOUR-LANING US HIGHWAY 12
PHASE COMPLETION
FALL 2005



PHASE 1: Highway widening complete August 2004



PHASE 1: Completed Two Rivers Wetland Site



PROJECT INFORMATION *Sheet*

FOUR-LANING U.S. HIGHWAY 12 BETWEEN BURBANK AND WALLA WALLA TURNING THE CORNER FOR SAFETY AND ECONOMIC VITALITY

■ WHAT IS THE GOAL?

Our goal is to expand the current two-lane highway into a four-lane divided highway between Burbank, Washington, and Walla Walla, Washington.

■ WHAT ARE THE BENEFITS?

SAFETY

US Highway 12 from Burbank to Walla Walla is a heavily traveled, two-lane highway with average traffic counts of up to 13,000 vehicles per day. Freight trucks account for approximately 33 percent of the traffic volume. Cargo volumes through this section of US Highway 12 can reach 10.73 million tons per year.

More Americans are killed on rural roads (like US Highway 12) than crowded urban expressways, even though two-lane roads carry less traffic. Since 1991, US Highway 12 from Burbank to Walla Walla has experienced 1,079 accidents, of which 414 were injury accidents that resulted in 30 deaths.

Traffic Accident Profile

On October 24, 1971, 12 people were killed as the result of a head-on collision between two passenger vehicles on US Highway 12, six Miles east of Wallula Junction. At the time, this was the worst accident involving two passenger vehicles in Washington State history.

According to the Traffic Safety Bureau, a 40 percent reduction in serious injury and fatal crashes can be expected on a highway improved from two lanes to four lanes. Given the relatively high number of deaths and serious injury that occur on US Highway 12, a 40 percent reduction would equate to a significant savings of lives and suffering.

ECONOMIC VITALITY

Economic development is dependent on having access to a high-quality transportation system. One of the most important considerations for virtually any business looking to locate is the availability of a four-lane highway close to a prospective site. The vast majority of businesses

want to be within a few miles of a four-lane highway so they can efficiently receive supplies and deliver products to their markets.

The Walla Walla valley has lost promising economic development opportunities simply because the business wanted to be located closer to a four-lane highway. Walla Walla has also been prevented from submitting responses to economic development leads because the siting criteria required access to a four-lane highway.

Expanding US Highway 12 is important to our economic future. Walla Walla's per capita personal income is only 77 percent of the national average and 73 percent of the state average. This translates into approximately \$7,000 less personal income per person living in Walla Walla County.

■ HOW IMPORTANT IS THE EXPANSION?

The following are three indications that the proposed project is a top regional and state priority:

- Walla Walla County's Comprehensive Plan identifies the four-lane expansion of US Highway 12 as a project of regional significance. It is supported by all local government agencies.
- The expansion of US Highway 12 to four lanes from Burbank to Walla Walla is the number one transportation priority of the Benton, Franklin, and Walla Walla County Good Roads and Transportation Association.
- Governor Gary Locke's transportation plan identified the US Highway 12 four-lane expansion as a priority project.

■ WHAT HAS ALREADY BEEN ACCOMPLISHED?

- The US Highway 12 Coalition has formed an alliance of public and private organizations working to four-lane US Highway 12. The coalition has hired a federal lobbyist (Ball Janik, LLP) to elevate the project's profile in the nation's capital.

- Phase 1 construction was completed in August 2004.
- Phase 2 construction is underway, and all four lanes will be open to traffic in Summer 2005.
- The Washington State Legislature passed the 2003 Transportation Funding Package that provides \$35.2 million for US Highway 12.
- Thanks to a 2003 federal appropriation of \$4.4 million and a 2004 federal appropriation of \$4.0 million, there is additional funding for future phases.
- The Washington State Legislature passed the 2005 Transportation Partnership Funding Package that provides \$56.0 million for US Highway 12.

■ ENVIRONMENTAL STEWARDSHIP

Minimizing the impacts to environmentally sensitive areas is a primary objective in the design of these projects. The Washington State Department of Transportation and the Federal Highway Administration, in cooperation with the U.S. Army Corps of Engineers, completed an environmental assessment to identify the potential impacts to natural and human communities in the corridor from Burbank to Wallula. This project required careful attention to design as it passed through and affected several federally managed sensitive resource lands. Several strong partnerships were developed with state and federal agencies in order to address the substantial environmental challenges of this corridor improvement project.

■ CURRENT DESIGNATIONS FOR US HIGHWAY 12 FROM BURBANK TO WALLA WALLA

This stretch of highway currently has the following designations:

- Part of the National Highway System (NHS)
- A Washington State Highway of Statewide Significance (HSS)
- State designated "Scenic and Recreational Highway"
- Part of "Lewis and Clark Trail Highway"
- A Washington State Strategic Freight Corridor

These projects are funded in part by the 2003 Legislative Transportation Funding Package. The main source of funding is a 5¢ increase in the gas tax. The package also includes an increase in the large truck gross weight fee and a 0.3 percent vehicle sales tax.

These projects are funded in part by the 2005 Transportation Partnership Funding Package. The main source of funding is a 9.5¢ increase in the gas tax, phased in over four years. The package also includes a new vehicle weight fee and increases in other license fees and charges.

■ WHAT WOULD IT COST?



US 12/SR 124 Burbank Interchange—FUNDED

Estimated Total Project Cost \$20.0 million
(Transportation Partnership Funds included in above cost: \$20.0 million)
Project Timeline – Spring 2005 to Winter 2009

Phase 1—COMPLETED

McNary Pool to Attalia
Mile Post 299.3 to Mile Post 302.2
Total Project Cost \$11.2 million
Completed August 2004

Phase 2—FUNDED

SR 124 to McNary Pool
Mile Post 295.3 to Mile Post 299.3
Estimated Total Project Cost \$12.1million
(Nickel Funds included in above cost: \$11.7 million)
Construction began January 2005

Phase 3—FUNDED

Attalia Vicinity
Mile Post 302.2 to Mile Post 305.0
Estimated Total Project Cost \$10.7 million
(Nickel Funds included in above cost: \$10.3 million)
Project timeline – Fall 2003 to Winter 2007

Phase 4—FUNDED

Wallula to Walla Walla Planning Study
Estimated Total Project Cost \$4.5 million
(Nickel Funds included in above cost: \$3.0 million)
Study timeline – Spring 2004 to Summer 2007

Phase 5—FUNDED

Attalia Vicinity to US 730
Mile Post 305.0 to Mile Post 307.3
Estimated Total Project Cost \$10.4 million
(Nickel Funds included in above cost: \$10.4 million)
Project Timeline – Spring 2006 to Winter 2008

Phase 6—PARTIALLY FUNDED

McDonald Road to Walla Walla
Mile Post 325.9 to Mile Post 335.6
Estimated Total Project Cost \$49.2 million
(Transportation Partnership Funds included in above cost: \$36.0 million)
Project Timeline – Winter 2003 to Fall 2009

Cost estimates for Phases 7 and 8 will be developed as part of Phase 4, the Walla Walla to Wallula Planning Study.

Phase 7—NOT FUNDED

Nine Mile Hill to McDonald Road
Mile Post 315.8 to Mile Post 325.9

Phase 8—NOT FUNDED

Wallula Junction to Nine Mile Hill
Mile Post 307.3 to Mile Post 315.8

Note: The Estimated Total Project Cost includes engineering, right of way, and construction costs.

Four-laning US Highway 12 PHASE 3: Attalia Vicinity



US 12 Existing Condition



US 12 Proposed New Construction



PHASE 2 SR 124 to McNary Pool:
Removing pavement at US 12/SR 124 intersection April 2005

**IT'S YOUR NICKEL.
WATCH IT WORK.**

Funded in part by the 2003 Legislative Transportation Funding Package. The main source of funding is a 5¢ increase in the gas tax. The package also includes an increase in the large truck gross weight fee and a 0.3 percent vehicle sales tax.

For More Information contact

Port of Walla Walla

310 "A" Street
Walla Walla, WA 99362-2269

Phone – (509) 525-3100

Fax – (509) 525-3101

www.ushighway12.com



For Phase 2 Construction Information:

Will Smith, Project Engineer

WSDOT – South Central Region

P.O. Box 12560

Yakima, WA 98909

Phone – (509) 577-1844

E-mail – smithw@wsdot.wa.gov

For US 12 Corridor Information:

Don Whitehouse, Regional Administrator

WSDOT – South Central Region

P.O. Box 12560

Yakima, WA 98909

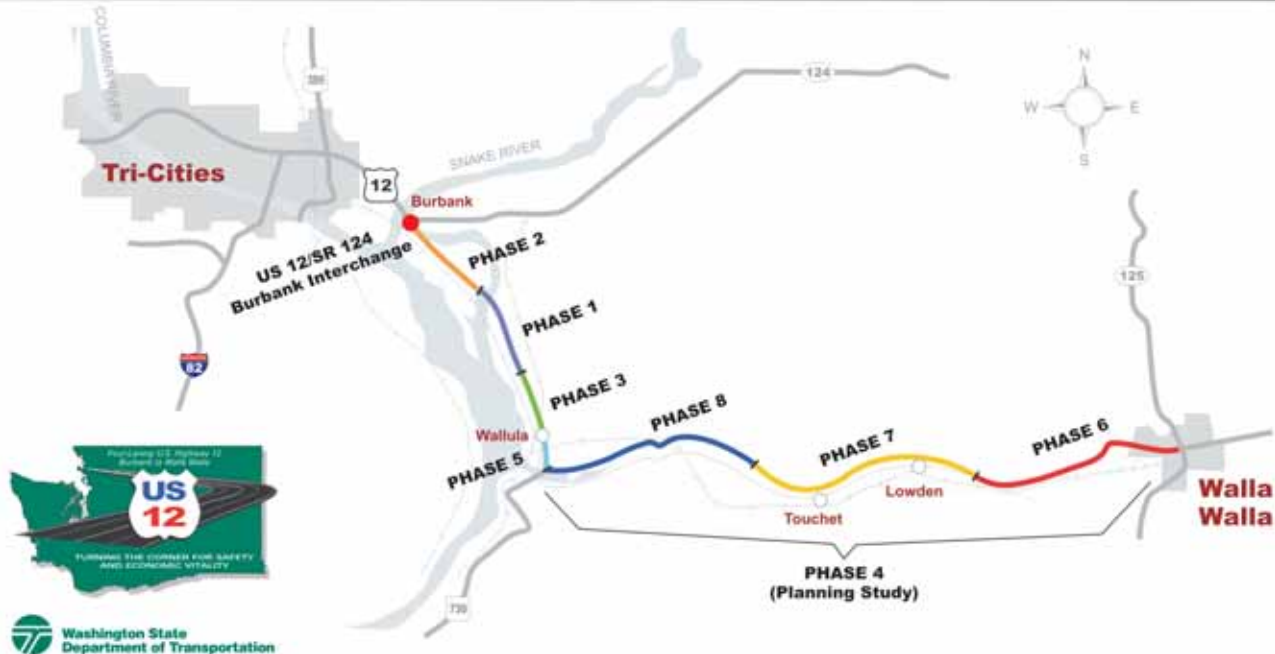
Phone – (509) 577-1620

E-mail – whitehd@wsdot.wa.gov

www.wsdot.wa.gov/projects/US12SR124Wallula/



Four-laning U.S. Highway 12



Four-laning US Highway 12 Design and Construction Phases

Purpose

Improve safety, decrease congestion, and enhance economic vitality

Description

These projects will expand the current two-lane highway to a four-lane divided highway between Burbank and Walla Walla. The Phase 4 planning study will determine a preferred location for the new four-lane highway from Walla Walla to Wallula.

US 12/SR 124 Burbank Interchange **Funded**

Estimated Total Project Cost \$20.0 million
(Transportation Partnership Funds included in above cost: \$20.0 million)
Project Timeline – Spring 2005 to Winter 2009

Phase 1 **Completed**

McNary Pool to Attalia
Mile Post 299.3 to 302.2
Total Project Cost \$11.2 million
Completed August 2004

Phase 2 **Funded**

SR 124 to McNary Pool
Mile Post 295.3 to 299.3
Estimated Total Project Cost \$12.1 million
(Nickel Funds included in above cost: \$11.7 million)
Construction Began January 2005

Phase 3 **Funded**

Attalia Vicinity
Mile Post 302.2 to 305.0
Estimated Total Project Cost \$10.7 million
(Nickel Funds included in above cost: \$10.3 million)
Project Timeline – Fall 2003 to Winter 2007

Phase 4 **Funded**

Walla Walla to Wallula Planning Study
Estimated Total Project Cost \$4.5 million
(Nickel Funds included in above cost: \$3.0 million)
Study Phasing – Spring 2004 to Summer 2007

Phase 5 **Funded**

Attalia Vicinity to US 730
Mile Post 305.0 to 307.3
Estimated Total Project Cost \$10.4 million
(Nickel Funds included in above cost: \$10.4 million)
Project Timeline – Spring 2006 to Winter 2008

Phase 6 **Partially Funded**

McDonald Road to Walla Walla
Mile Post 325.9 to 335.6
Estimated Total Project Cost \$49.2 million
(Transportation Partnership Funds included in above cost: \$36.0 million)
Project Timeline – Winter 2003 to Fall 2009

Cost estimates for Phases 7 and 8 will be developed as part of Phase 4, the Walla Walla to Wallula Planning Study.

Phase 7 **Not Funded**

Nine Mile Hill to McDonald Road
Mile Post 315.8 to 325.9

Phase 8 **Not Funded**

Wallula Junction to Nine Mile Hill
Mile Post 307.3 to 315.8

This project is funded in part by the 2003 Legislative Transportation Funding Package. The main source of funding is a 5¢ increase in the gas tax. The package also includes an increase in the large truck gross weight fee and a 0.3 percent vehicle sales tax.

This project is funded in part by the 2005 Transportation Partnership Funding Package. The main source of funding is a 9.5¢ increase in the gas tax, phased in over four years. The package also includes a new vehicle weight fee and increases in other license fees and charges.

Note: The Estimated Total Project Cost includes engineering, right of way, And construction costs.

The Life Cycle of a Highway Construction Project

Initial Planning

Get a general idea of what needs to be done and how much it will cost

- Review accident data
- Research traffic volumes
- Assess existing road conditions to identify deficiencies
- Develop potential engineering solutions
- Identify preliminary environmental impacts
- Evaluate cost of improvements
- Collect community comments
- Develop preliminary design alternatives
- Prioritize preliminary designs based on available funding

Securing Funding

Generate support and obtain project funding

- Community action elevates local transportation needs to legislative awareness level.
- WSDOT and local governments secure funding from state and federal sources through a competitive process based on safety, mobility, economic development and community support.

Project Design

Thoroughly evaluate the problem and engineer a detailed solution

- Access and right of way
- Accident analysis
- Bridges
- Construction traffic control
- Coordination with other agencies
- Cost estimate
- Environmental impacts
- Geology
- Highway geometry
- Highway speed
- Interchanges
- Intersections
- Lighting
- Maintenance impacts
- Pavement
- Pavement markings
- Pedestrian and bicycle facilities
- Safety
- Signing
- Slope stability
- Storm drainage
- Surface water
- Traffic barriers
- Traffic signal systems
- Traffic volumes
- Utilities

Environmental Compliance

Ensure that all environmental statutes and regulations are followed

- Assess the social, economic, and environmental impacts of the project
 - air quality
 - business, farmland, and residential areas
 - hazardous materials
 - historic, cultural, and archaeological areas
 - noise and visual conditions
 - plants and animals
 - services, energy, and utilities
 - water quality
- Coordinate with local, state, and federal resource agencies to develop an action plan that reduces or eliminates negative impacts
- Prepare and submit legal environmental documentation
- Obtain permits from resource agencies
- Environmental monitoring during construction

Public Hearings and Open Houses

Opportunities for WSDOT designers to present their ideas, answer questions, and listen to public input

- Access hearings
- Corridor hearings
- Environmental hearings
- Design hearings
- Informal open houses
- Informational town hall meetings
- General information gatherings
- Fair booth displays

Real Estate Acquisition

Determine project area needs and purchase property for new roadways

- Compile parcel and title information on impacted properties
- Prepare right of way plans
- Negotiate property acquisitions
- Compensate landowners for taking part of their land
- Arrange relocations
- Imminent domain condemnations

Contract Preparation

Prepare a detailed set of plans to tell the contractor what to build

- Create detailed plan sheets
- Write specifications
- Prepare a final estimate of quantities for materials, labor, etc.
- List the quantities and work operations
- Finalize traffic control plans
- Submit final contract for approval and processing
- Advertise contract for private contractors to bid on

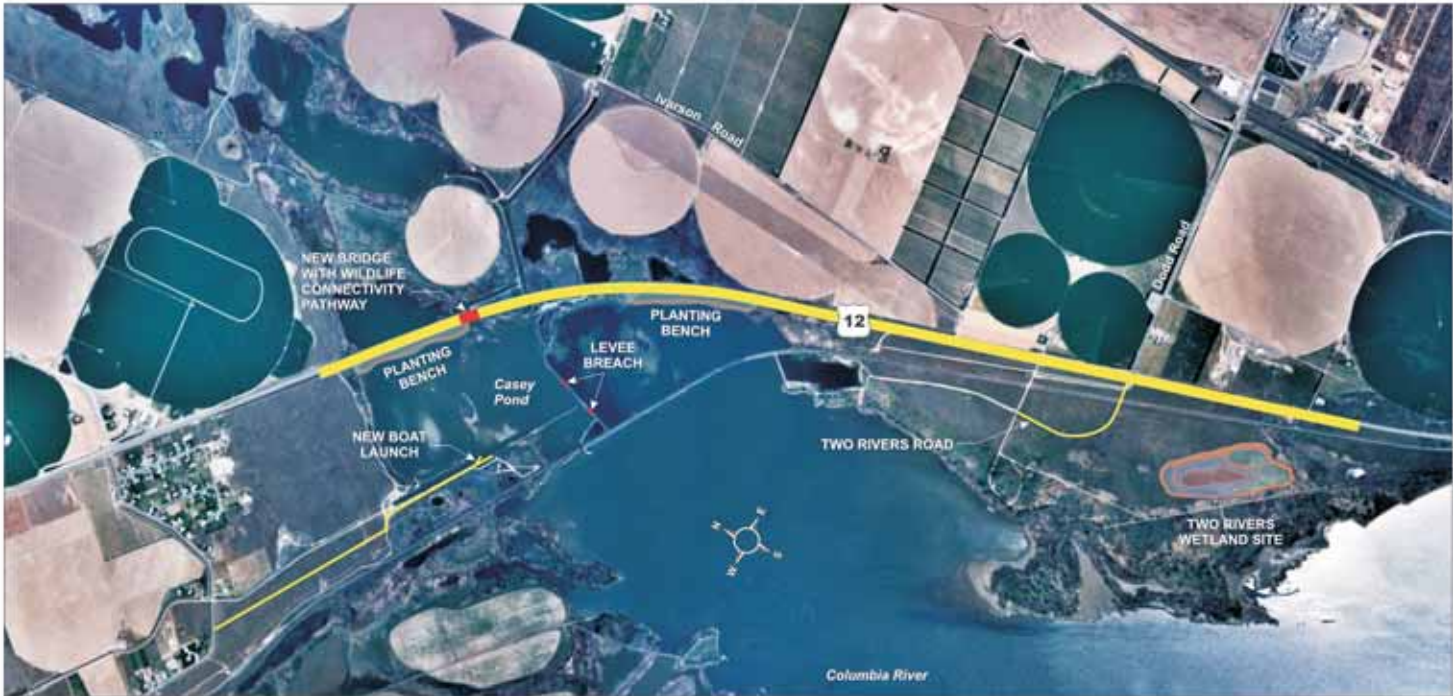
Project Construction

Private Contractors bid for and build the project as designed by WSDOT

- Low bidder is awarded the contract
- WSDOT inspects the work
- Build bridges
- Pave the roadway
- Moving dirt
- Place signs
- Pavement marking
- Landscaping
- Drainage
- Lighting
- Traffic signal lights

PHASE 1: US 12 McNary Pool to Attalia

Four-laning US Highway 12



Purpose

Improve safety, decrease congestion, and enhance economic vitality

Project Description

Add an additional lane in each direction, replace the bridge, and construct wetland, fish habitat, and recreational features

Project Cost Estimate

Total: \$11.2 million

Construction Timeline

Start: Spring 2003
Finish: Fall 2004

Environmental Features

- Completed • Construct the 23 acre Two Rivers wetland site
 - Compensation for wetland impacts between Burbank and Wallula junction
- Completed • Add planting benches in Casey Pond
 - Creates near-shoreline fish habitat
- Completed • Breach the levee between Upper and Lower Casey Ponds
 - Allows water to flow and fish to pass between the ponds
- Completed • Construct a wildlife connectivity pathway under new bridge

Additional Project Features

- Completed • Construct a new boat launch and improve the access road
- Completed • Relocate Two Rivers Road
 - Improves safety by aligning Two Rivers Road with Dodd Road in order to eliminate one intersection



Completed Highway August 2004



Completed Two Rivers Wetland Site

PHASE 2: SR 124 to McNary Pool

Four-laning US Highway 12



Purpose

Improve safety, decrease congestion, and enhance economic vitality

Project Description

Add one additional lane in each direction for a total of four lanes, add a traffic signal light at the SR 124 intersection, and place new pavement on the existing lanes from SR 124 to Casey Pond

Project Cost Estimate

Total: \$12.1 million

(This estimate includes engineering, right of way, and construction costs.)

Construction Timeline

Start: January 2005

Open to traffic: Summer 2005

Finish: Fall 2005

Safety Features

- Limit cross traffic by reducing the number of intersections and private access points
 - Close the intersections at Maple Street and Basin Drive
 - Construct Quincy Road to provide access to Basin Drive
- Improve the intersections at Humorist Road and Hanson Loop Road
 - Revise the traffic signal light at Humorist Road
 - Add acceleration and deceleration lanes at Hanson Loop Road
- Install a traffic signal light at the US 12/SR 124 intersection

Impacts to Traffic

- Traffic delays are expected to be minor during most of the construction
 - Two lanes of the highway will remain open during most of the construction
- Expect longer traffic delays for work at intersections

**IT'S YOUR NICKEL.
WATCH IT WORK.**

This project is funded in part by the 2003 Legislative Transportation Funding Package. The main source of funding is a 5¢ increase in the gas tax. The package also includes an increase in the large truck gross weight fee and a 0.3 percent vehicle sales tax.

Upcoming Project: Jantz Road

Purpose

Connect Humorist Road and Maple Street to improve access for the schools and residential housing, and provide for future growth

Project Description

Add a two-lane roadway with sidewalk on the west side

Project Cost Estimate

Total: \$0.5 million

Construction Timeline

Start: Spring 2005

Open to traffic: Summer 2005

Finish: Fall 2005

Contractor

Inland Asphalt

WSDOT Project Engineer

Will Smith

PHASE 2: SR 124 to McNary Pool

Four-laning US Highway 12



Primary Contractor
Steelman-Duff, Inc.

Subcontractors

Transtate Paving Co.
Wildlands, Inc.
Pro-Cut Concrete Cutting, Inc.
Construction Ahead, Inc.
Frank Gurney, Inc.
Apply-A-Line, Inc.
Sierra Electric, Inc.
Cromer Drilling & Blasting LLC
Acme Concrete Paving, Inc.
Davey's Tree
Nelson Well Drilling
AAA Sweeping
M-2 Industrial, Inc.
Pavement Surface Control
Kinnion Excavation, Inc.

WSDOT Project Engineer
Will Smith

PHASE 2: SR 124 to McNary Pool

Four-laning US Highway 12



US 12/Humorist Road Intersection

- Traffic signal lights will control the intersection
- Left-turn and right-turn lanes on US 12 for vehicles turning onto Humorist Road



US 12/Hanson Loop Road Intersection

- Stop signs on Hanson Loop Road
- Acceleration lanes on US 12 for vehicles turning left or right from Hanson Loop Road
- Left-turn and right-turn lanes on US 12 for vehicles turning onto Hanson Loop Road

PHASE 2: SR 124 to McNary Pool

Four-laning US Highway 12



Current Construction Progress

- Earthwork is completed for new lanes
- Paving is completed on the following:
 - Quincy Road
 - New lanes (except at intersections)
- Quincy Road is open to traffic



Project Timeline

Initial Planning

Get a general idea of what needs to be done and how much it will cost

- January 1995 corridor appeared in the State Highway Systems Plan
- August 2000 Preliminary Route/Design Analysis - Snake River to Wallula Jct. Completed
- August 2001 US Highway 12 Coalition was formed

Securing Funding

Generate support and obtain project funding

- March 1999 funding was secured for Environmental Assessment (EA)
- July 2003 funding for the construction was secured through the Nickel Revenue Package

Project Design

Thoroughly evaluate the problem and engineer a detailed solution

- Summer 2002 design on the project began

Environmental Compliance

Ensure that all environmental statutes and regulations are followed

- January 2001 Environmental Assessment (EA) was approved

Public Hearings and Open Houses

Opportunities for WSDOT designers to present their ideas, answer questions, and listen to public input

- Spring 1999 Preliminary Route/Design Analysis - Snake River to Wallula Jct. Public Meeting
- January 2001 Environmental Assessment (EA) Meeting
- September 2002 Access Hearing
- March 2004 Burbank and Walla Walla Open Houses
- February 2005 Public Meeting at Columbia School District
- May 2005 Burbank and Walla Walla Open Houses

Real Estate Acquisition

Determine project area needs and purchase property for new roadways

- November 2004 right of way acquisition completed

Contract Preparation

Prepare a detailed set of plans to tell the contractor what to build

- September 2004 contract plans completed
- October 2004 contract advertised for bids

Project Construction

Private contractors bid for and build the project as designed by WSDOT

- November 2004 contract awarded
- Scheduled open to traffic Summer 2005



PHASE 3: Attalia Vicinity

Four-laning US Highway 12



Purpose

Improve safety, decrease congestion, and enhance economic vitality

Project Description

Add one additional lane in each direction for a total of four lanes and construct a new bridge crossing over the railway

Project Cost Estimate

Total: \$10.7 million

(This estimate includes engineering, right of way, and construction costs.)

Construction Timeline

Start: Spring 2006

Finish: Winter 2007

**IT'S YOUR NICKEL.
WATCH IT WORK.**

This project is funded in part by the 2003 Legislative Transportation Funding Package. The main source of funding is a 5¢ increase in the gas tax. The package also includes an increase in the large truck gross weight fee and a 0.3 percent vehicle sales tax.

Safety Features

- Limit cross traffic by reducing the number of intersections and private access points
 - Close all access points except Raindance Road, Attalia East Road, and select Boise Cascade entrances
- Relocate and improve the Attalia Road intersection
 - Add acceleration and deceleration lanes at Attalia Road

Impacts to Traffic

- Traffic delays are expected to be minor during the construction of this project
 - Two lanes of the highway will remain open during most of the construction
 - There may be lane closures for work at intersections
 - Periodically, brief delays are expected to occur as construction vehicles enter and leave the work area

PHASE 3: Attalia Vicinity

Four-laning US Highway 12



US 12/Attalia Road Intersection



US 12/Wallula Depot Road Intersection

PHASE 3: Attalia Vicinity

Four-laning US Highway 12



Existing Condition



Proposed New Construction

Project Timeline

